

411 - Freight Mobility Strategic Invest

A001 Policy Development and Implementation

The Freight Mobility Strategic Investment Board (FMSIB) develops a comprehensive and coordinated state policy that facilitates freight movement within the state. Part of this activity involves ongoing, predictable funding that is dedicated to building FMSIB projects.

	FY 2010	FY 2011	Biennial Total
FTE's	0.7	0.7	0.7
GFS	\$0	\$0	\$0
Other	\$97,000	\$112,000	\$209,000
Total	\$97,000	\$112,000	\$209,000

Statewide Result Area: Improve statewide mobility of people, goods, and services

Statewide Strategy: Enhance mobility system quality and service

Expected Results

The Board is committed to the goal of keeping Washington State businesses, manufacturers, and agricultural producers competitive in the global marketplace. To enhance competitiveness, the goals of the board include: reduced congestion on freight corridors providing faster transport times, improved safety in the movement of freight, and reduced cost of moving goods.

Number of barriers to freight movement mitigated by closure or separation of "at grade" crossings.				
Biennium	Period	Target	Actual	Variance
2007-09	2nd Qtr	1	1	0
2005-07	8th Qtr	1	0	(1)
	7th Qtr	0	0	0
	6th Qtr	0	0	0
	5th Qtr	0	0	0
	4th Qtr	1	0	(1)
	3rd Qtr	0	0	0
	2nd Qtr	1	0	(1)
	1st Qtr	0	0	0
<i>"At grade" crossings are where roadways and railroad tracks cross each other without one being elevated over the other.</i>				

Appropriation Period: 2009-11 Activity Version: 2C - 2009-11 Enacted Recast

Number of barriers to freight movement mitigated by removal of chokepoints.				
Biennium	Period	Target	Actual	Variance
2007-09	6th Qtr	0	2	2
	4th Qtr	1	1	0
	2nd Qtr	1	0	(1)
2005-07	8th Qtr	0	0	0
	7th Qtr	0	0	0
	6th Qtr	1	0	(1)
	5th Qtr	1	1	0
	4th Qtr	0	2	2
	3rd Qtr	0	0	0
	2nd Qtr	1	1	0
	1st Qtr	3	3	0
Chokepoints are where truck traffic is slowed due to factors such as roadway capacity, exit bottlenecks, etc.				

A002 Partnering Coordination

FMSIB coordinates planning efforts between public and private partners to ensure that resources are used most effectively to support increased trade, expedite regional manufacturing and agricultural products through communities, and improve the state's economic competitiveness.

	FY 2010	FY 2011	Biennial Total
FTE's	0.7	0.7	0.7
GFS	\$0	\$0	\$0
Other	\$113,000	\$130,000	\$243,000
Total	\$113,000	\$130,000	\$243,000

Statewide Result Area: Improve statewide mobility of people, goods, and services

Statewide Strategy: Enhance mobility system quality and service

Expected Results

The goal is to have the ratio of Freight Mobility Strategic Investment Board (FMSIB) dollars to partnership match funds equal to or higher than one FMSIB dollar to three partner dollars.

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Number of barriers to freight movement mitigated by closure or separation of "at grade" crossings.				
Biennium	Period	Target	Actual	Variance
2007-09	2nd Qtr	1	1	0
2005-07	8th Qtr	1	0	(1)
	7th Qtr	0	0	0
	6th Qtr	0	0	0
	5th Qtr	0	0	0
	4th Qtr	1	0	(1)
	3rd Qtr	0	0	0
	2nd Qtr	1	0	(1)
	1st Qtr	0	0	0
<i>"At grade" crossings are where roadways and railroad tracks cross each other without one being elevated over the other.</i>				

Number of barriers to freight movement mitigated by removal of chokepoints.				
Biennium	Period	Target	Actual	Variance
2007-09	6th Qtr	0	2	2
	4th Qtr	1	1	0
	2nd Qtr	1	0	(1)
2005-07	8th Qtr	0	0	0
	7th Qtr	0	0	0
	6th Qtr	1	0	(1)
	5th Qtr	1	1	0
	4th Qtr	0	2	2
	3rd Qtr	0	0	0
	2nd Qtr	1	1	0
	1st Qtr	3	3	0
<i>Chokepoints are where truck traffic is slowed due to factors such as roadway capacity, exit bottlenecks, etc.</i>				

Appropriation Period: 2009-11 Activity Version: 2C - 2009-11 Enacted Recast

Number of public outreach contacts.				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	15		
	7th Qtr	10	24	14
	6th Qtr	15	48	33
	5th Qtr	15	35	20
	4th Qtr	20	31	11
	3rd Qtr	15	37	22
	2nd Qtr	15	23	8
	1st Qtr	20	27	7
2005-07	8th Qtr	15	36	21
	7th Qtr	15	34	19
	6th Qtr	15	31	16
	5th Qtr	15	14	(1)
	4th Qtr	20	41	21
	3rd Qtr	20	21	1
	2nd Qtr	10	13	3
	1st Qtr	25	26	1

A003 Management and Operations

The board performs public outreach to develop support for freight mobility projects. It also proposes dedicated funding for freight mobility projects, manages grant needs, and monitors congressional freight policy and federal freight appropriations.

	FY 2010	FY 2011	Biennial Total
FTE's	0.6	0.6	0.6
GFS	\$0	\$0	\$0
Other	\$113,000	\$130,000	\$243,000
Total	\$113,000	\$130,000	\$243,000

Statewide Result Area: Improve statewide mobility of people, goods, and services

Statewide Strategy: Enhance mobility system quality and service

Expected Results

Achieve better public understanding and support of the importance of freight mobility to the state's economy.

Increase dedicated funding to the Freight Board for construction of freight projects chosen through the board's selection process, and manage fund cash flow. Increase the state's share of federal freight project funding.

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Biennium	Period	Target	Actual	Variance
2007-09	2nd Qtr	1	1	0
2005-07	8th Qtr	1	0	(1)
	7th Qtr	0	0	0
	6th Qtr	0	0	0
	5th Qtr	0	0	0
	4th Qtr	1	0	(1)
	3rd Qtr	0	0	0
	2nd Qtr	1	0	(1)
	1st Qtr	0	0	0
<i>"At grade" crossings are where roadways and railroad tracks cross each other without one being elevated over the other.</i>				

Number of barriers to freight movement mitigated by removal of chokepoints.				
Biennium	Period	Target	Actual	Variance
2007-09	6th Qtr	0	2	2
	4th Qtr	1	1	0
	2nd Qtr	1	0	(1)
2005-07	8th Qtr	0	0	0
	7th Qtr	0	0	0
	6th Qtr	1	0	(1)
	5th Qtr	1	1	0
	4th Qtr	0	2	2
	3rd Qtr	0	0	0
	2nd Qtr	1	1	0
	1st Qtr	3	3	0
<i>Chokepoints are where truck traffic is slowed due to factors such as roadway capacity, exit bottlenecks, etc.</i>				

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	2nd Qtr	15	23	8
	1st Qtr	20	27	7
2005-07	8th Qtr	15	36	21
	7th Qtr	15	34	19
	6th Qtr	15	31	16
	5th Qtr	15	14	(1)
	4th Qtr	20	41	21
	3rd Qtr	20	21	1
	2nd Qtr	10	13	3
	1st Qtr	25	26	1

Grand Total

	FY 2010	FY 2011	Biennial Total
FTE's	2.0	2.0	2.0
GFS	\$0	\$0	\$0
Other	\$323,000	\$372,000	\$695,000
Total	\$323,000	\$372,000	\$695,000